

2018

INFRASTRUCTURE



REPORT

Rep. Pramila Jayapal
Washington's 7th Congressional District

Compiled by the Office of Rep. Pramila Jayapal

MAY 2018

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May 15, 2018

Dear Resident of Washington's 7th Congressional District,

Welcome to the second annual transportation and infrastructure report. I am honored to represent you in the United States House of Representatives and I am working hard to advance our transportation and infrastructure priorities in Congress.

This report features a number of high priority transportation and infrastructure projects from WA-07 developed through conversations, roundtables, tours, workshops and planning sessions that my staff and I convened or were a part of over the last year. Each of these projects serves our district by enhancing sustainability, improving the community and contributing to economic growth and job creation. This report provides an overview of the type of improvements my constituents want and I will fight for in King County, the City of Seattle, Snohomish County, Shoreline, Edmonds, Lake Forest Park, Normandy Park, Burien, and the Port of Seattle.

Our challenge is to keep our district the most livable, sustainable, and welcoming community in the country. And it is a challenge. Just consider the facts: In 2016, we spent 54.8 hours in traffic, keeping Seattle in the top ten cities in congestion¹. In 2015, the lowest-earning 20 percent of households in our state spent three times as much as a percentage of their income on commuting costs compared to the highest-income families². Especially significant are transit options that connect people to their places of employment. Reliable transit options are often the difference maker in whether my constituents can provide for themselves and a family. As King County Metro found in a report from 2015, while 71 percent of minority communities live within a

¹ "2017 Annual Report on Transportation." Challenge Seattle, www.challengesattle.com/wp-content/uploads/2017/05/2017_CS_AnnualReport_Online_FINAL.pdf, p. 2.

² United States; Bureau of Labor Statistics; Consumer Expenditure Survey; US Dept. of Labor, Aug. 2016; table 1110, www.bls.gov/cex/2015/combined/decile.pdf, p. 7.

quarter mile of a Metro bus stop, only 41 percent live within half a mile of a stop that has very frequent service.

In our region, nearly 50 percent of our greenhouse gas pollution comes from transportation. In 2015, Washington state's transportation sector contributed 43 million metric tons of carbon dioxide to the atmosphere making it the state's highest level since 2007³. Not only do we need to consider impacts to air quality, but to water quality as well. Here in our region, clean water is essential to supporting our economy and natural treasures like salmon and orcas. According to the Washington Stormwater Center, over 10,000 unique chemicals are found in urban road runoff contributing to the continued pollution of Puget Sound.

We need a bold federal infrastructure plan that puts people to work and invests in our needs for businesses, communities and families. Not a day goes by where I do not draw from the innovations and examples set by the people and institutions in our state and Washington's 7th District, in particular. Washington state is a model for the nation, whether it is through ideas brought to reality, partnerships formed across diverse interests, or new mechanisms developed to maximize the leverage of financial instruments. I am committed to bringing the best ideas our state and region have to offer in order to shape an infrastructure plan that works for everyone.

Over the last year I have led and supported a number of legislative efforts, including having two of my amendments attached to the 2018 Federal Aviation Administration (FAA) reauthorization bill. In response to reports from constituents about the increasing frequency of planes flying over their communities, one of my amendments adds Seattle to the list of seven other cities in the country that will study overflight noise from airplanes. The value of this amendment is ensuring that cities like Seattle and Burien remain in the national consciousness when it comes to addressing noise from airplanes flying overhead. My second amendment, included in the 2018 FAA reauthorization bill, pertains to the rapid growth that we have experienced at Sea-Tac. Over the last ten years, Sea-Tac's passenger traffic has grown by 52.6 percent—second only to San Francisco⁴. We need to be certain that our communities are able to prepare for the growth while they remain livable. These amendments will help us identify and address problems that may arise.

I am proud to have cosponsored important bills like H.R. 966, the Transportation Investment Generating Economic Recovery for Cities Underfunded Because of Size Act (TIGER CUBS) Act and support for the Federal Transit Administration's Capital Investment Grants and other transit and infrastructure grants like Sound Transit's Lynnwood Link Extension connecting north

³ United States; U.S. Energy Information Administration; Washington Carbon Dioxide Emissions from Fossil Fuel Consumption (1980-2015); US Dept. of Energy, 24 Oct. 2017; www.eia.gov/environment/emissions/state/.

⁴“North American Traffic Report.” Airport Council International, https://www.aci-na.org/sites/default/files/nam2016_traffic_report_infographic.pdf.

Seattle to Lynnwood; and the Edmonds Street Waterfront Connector. At the same time, I have continued to advocate for infrastructure projects at the Department of Transportation, with my colleagues, and before the House Transportation and Infrastructure Committee and the House Appropriations Subcommittee on Transportation (THUD).

There is a lot to do. As Congress works on its annual budget and appropriations bills for FY 2019 later on this spring and summer you can be sure that I will be fighting for the priorities presented here.

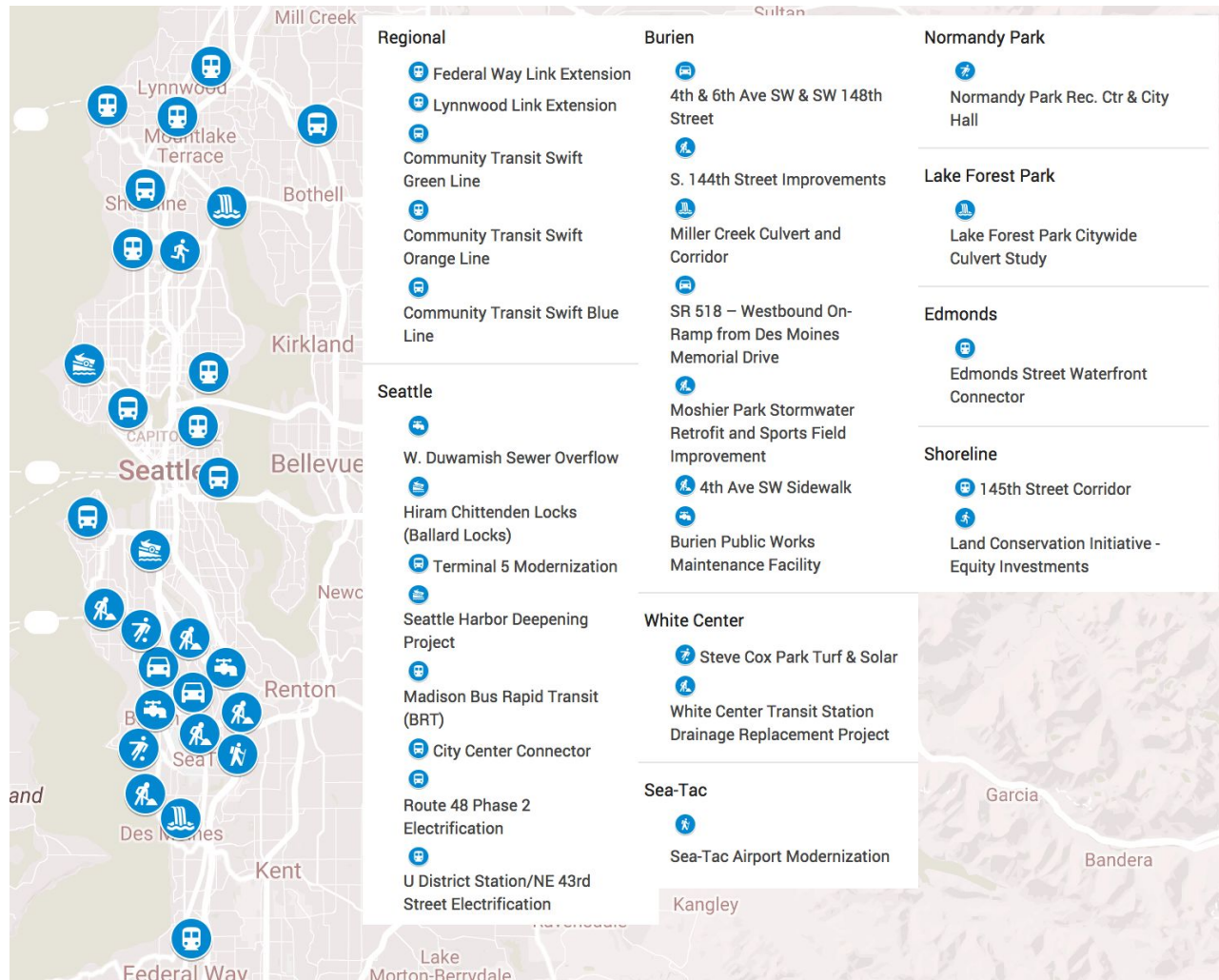
If you have any questions or comments, please do not hesitate to contact Zach Carstensen, my Director of Outreach and Engagement, at 206-674-0040 or zach.carstensen@mail.house.gov.

Sincerely,

A handwritten signature in black ink, reading "Pramila Jayapal". The signature is fluid and cursive, with the first name "Pramila" and last name "Jayapal" clearly distinguishable.

PRAMILA JAYAPAL
Member of Congress

Map of Transportation and Infrastructure Projects in the 7th Congressional District



2018 Transportation and Infrastructure Projects for Washington's 7th Congressional District

1. City Center Connector

City: Seattle, WA

Requestor: City of Seattle

Request: \$75 million Small Starts (received \$50 million for FY17)

The City of Seattle is building a modern streetcar system that will provide new mobility options. The Center City Connector will join existing South Lake Union and the First Hill Streetcar lines, creating new north-south connections across downtown. When complete, streetcar service will be available to access hundreds of key destinations, including Pike Place Market and Link Light Rail.

Action Taken:

- Submitted letter in support of project
- Joined Washington delegation letter in support of CIG and Small Starts Program
- Staff toured project in April 2017

2. Madison Bus Rapid Transit (BRT)

City: Seattle, WA

Requestor: City of Seattle

Request: \$60 million Small Starts

Madison Street BRT will improve east-west transit in Seattle along Madison Street. Bus rapid transit combines the capacity and speed of light rail with the flexibility, lower cost, and simplicity of a bus system. The Madison Street Corridor is busy, dense and still growing. Bus rapid transit will provide frequent, reliable and safe bus service.

Action Taken:

- Submitted letter in support of project
- Joined Washington delegation letter in support of CIG and Small Starts Program
- Staff toured project in April 2017

3. Terminal 5 Modernization

City: Seattle, WA

Requestor: Northwest Seaport Alliance (NWSA); Port of Seattle

Request: \$70 million INFRA grant request

The Terminal 5 (T5) Modernization Project will upgrade this terminal so it can serve larger ships and help the NWSA remain a top-tier container trade gateway in the Pacific Northwest. The project includes dock strengthening to allow larger cranes; upgrading piles, beams and deck panels; installing new crane rails and toe walls; constructing a rail quiet zone; and upgrading the power system at the terminal.

Action Taken:

- Submitted letter in support of the Port of Seattle's INFRA application

4. Seattle Harbor Deepening Project

City: Seattle, WA

Requestor: Northwest Seaport Alliance; Port of Seattle

Request: Army Corps of Engineers will request initial funding upon Water Resources Development Act authorization; (\$500,000 received in FY17; feasibility study to be completed in 2018)

The largest container vessels calling at West Coast ports today have roughly twice the capacity of those that served the ports just five years ago. In order to remain a competitive trade gateway for Northwest shippers and to preserve the many jobs related to maritime trade, the Port of Seattle must take steps to better accommodate these larger vessels. One such step is to deepen federal channels adjacent to the port's container terminals in the East Waterway and West Waterway.

5. Hiram Chittenden Locks (Ballard Locks)

City: Seattle, WA

Requestor: American Waterways Operators, Port of Seattle, King County

Request: \$50 million (\$6.9 million received for Large Lock Emergency Closure System Rehabilitation FY17/18 USACE Civil Works Budget)

2017 was the 100th Anniversary of the Hiram Chittenden Locks. A local landmark and popular tourist destination, the locks are vital to the region's maritime economy. The locks are the busiest in the nation, with more than 40,000 vessels passing through the locks each year, and a key control for water levels in Lake Washington and Lake Union. \$1.2 billion in annual economic activity is associated with the locks. They are an important safeguard for salmon habitat and fishing grounds. Because of their age, the locks need significant upgrades.

Action Taken:

- Introduced H.Res. 471 underscoring the economic importance of the Ballard Locks to the regional economy
- Joined Washington delegation letter in support of funding for the Ballard Locks

6. Sea-Tac Airport Modernization

City: Regional

Requestor: Port of Seattle

Request: An increase in the federal cap on the Passenger Facility Charge so that Sea-Tac can finance its own investments without government dollars

Driven by the Puget Sound region's growing economy, Seattle-Tacoma International Airport has seen one of the largest increase in passengers in the country for the last five years. To accommodate this demand from local travelers, visitors, and business fliers, Sea-Tac is investing more than \$3 billion over this seven-year period to modernize its facilities and maximize the use of existing buildings. Key projects include: 1) expanding and renovating the 40-year-old North Satellite with new gates, enhanced amenities and a rooftop Alaska Airlines lounge, and 2) building a new expanded International Arrivals Facility that will feature an iconic aerial walkway from the South Satellite, across the top of Concourse A, to the new structure. When completed, these projects will ensure that the airport continues to be a key contributor to regional travel and commerce, as well as fulfilling the region's commitment to providing efficient customer experience, on-time performance, and environmental sustainability.

Action Taken:

- Staff toured Sea-Tac Airport in January 2018

7. Steve Cox Synthetic Turf Replacement and Solar Installation

City: Seattle, WA (White Center Neighborhood)

Requestor: King County

Request: \$2.4 million (no identified federal source)

The White Center neighborhood has historically received less investment than other areas in the region. This project helps to close the investment gap. By making park infrastructure improvements and converting a set of ballfields to artificial turf, it will allow the community year-round access and provide a better, greener amenity.

8. West Duwamish Combined Sewer Overflow Control Project

City: Seattle, WA

Requestor: King County

Request: \$14.25 million (no identified federal source)

The impact of this project would be reduced combined sewer overflows into the Lower Duwamish by implementing green stormwater infrastructure, storage, or some combination of the two. Controlling these overflows is required under a federal consent decree issued by the Department of Justice and Environmental Protection Agency.

9. Route 48 Phase 2 Electrification

City: Seattle, WA

Requestor: King County

Request: \$12.8 million in Bus and Bus Facilities Infrastructure Investment Program funding

King County will construct electric trolley infrastructure to electrify Route 48/future 23rd Ave RapidRide line. Total project cost is \$16 million. This project will improve

system operation, reduce greenhouse gas emissions, and improve mobility and connections.

10. U District Station/NE 43rd Street Electrification

City: Seattle, WA

Requestor: King County

Request: \$1.04 million in Bus and Bus Facilities Infrastructure Investment Program funding

King County will construct electric trolley infrastructure that will connect to University District Station and support future RapidRide lines. Total project cost is \$1.3 million. This project will improve system operation, reduce greenhouse gas emissions, and improve mobility and connections.

11. White Center Transit Station Drainage Replacement Project

City: White Center, Unincorporated King County

Requestor: King County

Request: \$432,000 in Surface Transportation Program funding

King County will replace a significant road/curb gutter sidewalk facility over drainage work at 15th SW and Roxbury, a major Metro transit hub. Total project cost is \$500,000.

12. Land Conservation Initiative - Equity Investments

City: Regional

Requestor: King County

Request: \$5 million (no identified federal source)

King County has identified the need for 55 new urban green spaces in individual communities throughout the county to eliminate disparities in open space access. This effort will address a goal of the Land Conservation Initiative. Federal funding will help accelerate the rate at which the city can eliminate the disparities.

13. 145th Street Corridor

City: Shoreline, WA

Requestor: City of Shoreline

Request: \$2.5 million (US DOT, Federal Highway Administration)

In partnership with King County, the City of Seattle and other partners, the City of Shoreline intends to make extensive and necessary improvements to the N 145th Street right of way to improve the flow of transit, freight, pedestrians and bike traffic. N 145th Street will be a major distributor of traffic from the 145th Street Sound Transit Light Rail station.

14. Citywide Culvert Study

City: Lake Forest Park, WA

Requestor: City of Lake Forest Park

Request: \$2 million (Requested in USACE Budget)

The City of Lake Forest Park requests funding to assess culverts for fish passage with the intent of undertaking a major effort to replace them with green culverts.

15. Lynnwood Link Extension

City: Regional

Requestor: Sound Transit

Request: \$1.2 billion FTA New Starts (\$100 million received for FY 17)

When complete, Link Light Rail will cover 116 miles, connecting major job center and 16 cities with more than 80 stations, reaching 84% of Sound Transit residents and 93% of jobs. The 8.5 mile Northgate to Lynnwood extension will extend Link service into Snohomish County and serve an additional 67,000 daily riders.

Action Taken:

- Joined Washington delegation letter in support of CIG and New Starts
- Toured Northgate station construction
- Questioned Chairman Mario Díaz-Balart during THUD Hearing in April 2018

16. Federal Way Link Extension

City: Regional

Requestor: Sound Transit

Request: \$500 million FTA New Starts

The Federal Way extension adds an additional 7.6 miles to the Link Light Rail system to reach the cities of Federal Way, Kent and Des Moines. The extension will also serve Highline College's 17,000 students. When complete, the extension will serve 11,000 riders per day. With light rail, it will take 47 minutes to travel from Highline College to downtown Seattle.

Action Taken:

- Joined Washington delegation letter in support of CIG and New Starts

17. Edmonds Street Waterfront Connector

City: Edmonds, WA

Requestor: City of Edmonds

Request: \$16.93 million INFRA Grant

The Waterfront Connector creates a one lane bridge that provides pedestrian, bicycle, and emergency vehicle access between downtown Edmonds and the waterfront, allowing access to the waterfront and the Washington State ferry terminal when passing trains cut off access to primary roads.

Action Taken:

- Submitted letter of support of the Waterfront Connector project and Edmonds' INFRA Grant application
- Staff met with City of Edmonds and toured project site in June 2017

18. Swift Green Line

City: Regional

Requestor: Community Transit

Request: \$43 million FTA Small Starts (Project total: \$73 million)

The Swift Green Line will improve east-west transportation options for Snohomish County. The line will connect 25,000 high-tech jobs in the Canyon Park area of Bothell with the 65,000 aerospace and manufacturing jobs around Boeing/Paine Field. The project is a partnership with WSDOT, the City of Everett, Snohomish County, the City of Mill Creek, and the City of Burien. Swift Green Line will begin operation March 2019.

Action Taken:

- Joined Washington delegation letter in support of CIG and Small Starts
- Met with Community Transit Board of Directors
- Held Meet and Greet on Swift Blue Line

19. Swift Orange Line

City: Regional

Requestor: Community Transit

Request: \$35 million FTA Small Starts (Project total: \$70 million)

The Swift Orange Line will provide high capacity transit service to the Mill Creek Town Center, Ash Way Urban Center and the Lynnwood Regional Growth Center, which includes Sound Transit's Link Light Rail at the Lynnwood Transit Center. This project is crucial to providing high capacity bus service to meet Link Light Rail service in Lynnwood. Community Transit is completing the feasibility phase and will be entering the design and engineering phase mid-2018. This project is slated to be complete by 2024.

Action Taken:

- Joined Washington delegation letter in support of CIG and Small Starts
- Met with Community Transit Board of Directors
- Held Meet and Greet on Swift Blue Line

20. Swift Blue Line Extension

City: Regional

Requestor: Community Transit

Request: \$7.0 million WA State Regional Mobility (Project total: \$12 million)

Community Transit will begin a feasibility study in late 2018 to extend the Swift Blue Line, which runs from Everett Station along Highway 99 to the Aurora Village Transit Center. The extension will serve the Shoreline North/185th Street Sound Transit Link Light Rail station slated to be complete by 2024.

Action Taken:

- Joined Washington delegation letter in support of CIG and Small Starts
- Met with Community Transit Board of Directors
- Held Meet and Greet on Swift Blue Line

21. Miller Creek Culvert Replacement and Corridor Enhancement

City: Burien, WA

Requestor: City of Burien

Request: \$3.5 million (\$500,000 received from FAA Pilot Program)

This project is being designed under the FAA Pilot Program for the Redevelopment of Airport Properties. A partnership between the cities of Burien, SeaTac, and the Port of Seattle, when complete, it will improve the health of Miller Creek by removing a barrier to fish passage, changing the stream channel, and opening up piped sections of the stream.

22. SR 518 Westbound On-Ramp from Des Moines Memorial Drive

City: Burien, WA

Requestor: City of Burien

Request: \$4 million

This request would fund the design of the final leg of the SR 518 Interchange with Des Moines Memorial Drive. This interchange is in the city's Northeast Redevelopment Area (NERA), an important new job center for Burien and other SW King County communities. Formerly a residential neighborhood, NERA was directly impacted by airport expansion and has been rezoned to support new manufacturing and cargo/distribution uses, addressing the needs of the growing ports and region. Over 65 acres and with 600,000 square feet of industrial space under construction or completed, NERA is anticipated to provide 600-800 jobs. The final leg of the interchange is key to the success of this growth because it provides the westbound vehicular access to the seaport and downtown Seattle via SR 509.

23. Moshier Park Stormwater Retrofit and Sports Field Improvement

City: Burien, WA

Requestor: City of Burien

Request: \$2.0 million (\$700,000 received from Washington State Department of Ecology and City of Burien)

The funding request would support permitting and construction at Moshier Park in Burien for a major stormwater retrofit in the park and to an adjacent parking lot to greatly reduce untreated stormwater flowing into Miller-Walker Creek Watershed region. This project has been determined to have the highest benefit value in the entire region. Also included is the conversion of an existing baseball field into a year-round, all-purpose sports field that could support baseball, football, and soccer by replacing the grass field with artificial turf. This project is a collaboration between the City of Burien and Highline Public Schools with potential private sports league partners.

24. 4th Ave SW Sidewalk

City: Burien, WA

Requestor: City of Burien

Request: \$3.0 million (\$800,000 received from City of Burien)

This project completes the only gap in a 3-mile pedestrian corridor bisecting Burien's downtown core. It connects educational and healthcare facilities to the urban growth center. It also provides bike lanes and safety improvements.

25. S. 144th Street Improvements in Northeast Redevelopment Area

City: Burien, WA

Requestor: City of Burien

Request: \$3.8 million (Fully funded through Washington State Transportation Improvement Board and City of Burien matching funds)

The S. 144th Street improvements support economic development in the Northeast Redevelopment Area and is being designed under the FAA Pilot Program for the Redevelopment of Airport Properties. The project includes improving road geometry to facilitate expected traffic and improve sight distance on an existing rail crossing.

26. Public Works Maintenance Facility

City: Burien, WA

Requestor: City of Burien

Request: \$3 million

One of the City of Burien's pressing needs is a new public works facility. The city recently lost its lease at its current facility necessitating a move to a temporary space. The city is exploring partnerships with other regional entities. A dedicated public works facility will provide city employees a secure, reliable space to meet the growing public works needs for the city. The City of Burien has established a partnership fund hoping to construct a shared facility that maximizes efficiencies among smaller jurisdictions.

27. 4th and 6th Ave SW and SW 148th Street Intersection

City: Burien, WA

Requestor: City of Burien

Request: \$3.2 million (\$400,000 received from City of Burien and Development Traffic Mitigation Fee)

This project replaces two substandard signals and adds protected left turns on a main arterial. The project additionally provides critical car and pedestrian safety updates to the intersection.

28. Recreation Center and City Hall Construction

City: Normandy Park, WA

Requestor: City of Normandy Park

Request: Currently assessing federal funding needs for design and construction

Normandy Park's City Hall doubles as the City's community center and a pre-school. Normandy Park offers 3 classes a day for pre-k and 65% of their community center users are elderly. The building itself was built in the 1950s. With a larger, updated space, they will be able to serve a larger portion of the community via the pre-school and the programs offered.

Sample Letter of Support

PRAMILA JAYAPAL
7TH DISTRICT, WASHINGTON

319 CANNON HOUSE OFFICE BUILDING
(202) 225-3106

Congress of the United States
House of Representatives
Washington, DC 20515-4707

October 13, 2017

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

RE: Fiscal Year 2017-2018 Significant Freight and Highway Projects Grant Program application for the Northwest Seaport Alliance's Terminal 5 Modernization and Access Improvement Project

Dear Secretary Chao,

I am writing in strong support of the Northwest Seaport Alliance's (NWSA) application for the Fiscal Year 2017-2018 Significant Freight and Highway Projects (INFRA) Grant Program for the "Terminal 5 Modernization and Access Improvement Project." INFRA funds will leverage prior infrastructure investments and ensure the NWSA has the ability to handle the future trade volumes that will drive national economic growth.

The NWSA, which includes the Ports of Tacoma and Seattle, is one of the key trade gateways to Asia for the Midwest and an entire swath of the northern United States. In 2016, their annual container volume was 3.6 million TEUs (twenty foot equivalent units), making this gateway the nation's fourth largest container handling region. In 2013, container cargoes contributed to 13,422 direct jobs, generating over \$2.8 billion in personal income and \$267 million in state and local taxes. Over 443,000 jobs in Washington state are associated with businesses that ship cargo through NWSA facilities.

However, from 2007 to July 2017, the NWSA Ports of Seattle and Tacoma lost 15 percent of their market share to neighboring ports in British Columbia. Canada's federal Asia Pacific Gateway and Corridor Initiative has invested billions of dollars in infrastructure over the last ten years. As a consequence, our Puget Sound region is losing exactly the types of high wage, blue collar jobs that we need for our local economy to succeed. Modernization of Terminal 5 is the NWSA's answer for retaining and growing our regions market share and job base, and federal assistance is crucial to this endeavor.

Success with this project will not only help the NWSA become a leader in regional and international trade, but it will also help the NWSA invest in the Puget Sound region's communities by creating jobs, strengthening our infrastructure, and boosting our economy. I highly recommend the NWSA's proposal to modernize Terminal 5 and urge you to give their application for the INFRA Grant Program full consideration.

Sincerely,



PRAMILA JAYAPAL
Member of Congress

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